The A. F. of L. Weekly News Service gives news accurate and official interpretations of matters affecting labor occurring in the industrial, legislative, and judicial fields, and contains other information of benefit to the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

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Support The MIGHTY WAR LOAN

WHOLE NO. 1780 — WILLIAM GREEN, President — WASHINGTON, D. C., TUESDAY, MAY 22, 1945 — GEORGE MEANY, Secretary-Treasurer — VOL. 35, NO. 21

FREEDOM OF AIR

Washington, D. C.—AFL President William Green sent to Chairman Tom Connally of the Senate Foreign Affairs Committee a statement adopted by the AFL Executive Council sternly opposing changes in the regulations governing foreign carriers in the United States which, it is feared, will operate to the detriment of American labor, industry and the traveling public. The text of the statement follows:

We believe that one of the most important issues confronting the United States Government today is the question of "Freedom of the Air."

Certain of the agreements signed at Chicago on December 7, 1944, as a result of the International Civil Aviation Conference would work radical changes in the law of the United States—changes that would operate to the detriment of all American transportation, both surface, sea and air, both domestic and foreign.

Our State Department has recently announced that Agreements I, III, and IV are accepted by the United States as "executive agreements."

Agreement I is the only one of these four agreements that has been submitted and is now before our Senate to be accomplished through treaty machinery. We favor our government accepting Agreements I and II when ratified by the U. S. Senate as a treaty which provides machinery for our country and other countries to cooperate in the sound development of international air transportation.

Agreement III extends the right to foreign flag aircraft of member nations to fly on regular schedules across the United States and to land for refueling and traffic purposes without securing a specific permit or franchise from the United States, as now required by the Air Commerce Act.

Agreement IV extends the right to foreign flag aircraft to transport air traffic including passengers, freight and mail between the United States cities and foreign countries without securing a specific permit or franchise from the United States, as now required by the Civil Aeronautics Act.

We believe that adherence by the United States to Agreements I, III, and IV by executive authority is illegal. These agreements should be submitted to the Senate for ratification in the same manner that Agreement I was submitted. Agreement II is satisfactory in principle and should be approved by the Senate.

We have reviewed with great interest the statement of Mr. A. C. Wiprud of the Department of Justice in the current George Washington Law Review—which states that—"Government action to procure international operating rights must, if the agreements are to be safe from constitutional challenge, be accomplished through treaty machinery."

Congress must decide whether the historic licensing control of foreign flag airlines seeking to operate on international trade routes to the United States should be abandoned through adherence by the United States to Agreement III and Agreement IV negotiated at the Chicago Aviation Conference.

The great majority of the American transportation industry, as well as organized labor, strongly oppose the United States accepting Agreements III and IV. We believe that such a fundamentally new policy would damage all United States transportation—domestic and foreign surface, sea and air.

We favor the United States continuing as contemplated under the C.A.A. Act of 1938, the licensing of foreign flag airlines seeking to operate in American territory only after public hearings—through issuance of specific permits by the Civil Aeronautics Board after approval by the President—such permits containing appropriate restrictions and limitations as the foreign and interests of the United States require.

American capital, if refused the right to operate on international service by our government under the American flag, could organize under the laws of any signatory to the agreement and operate precisely the service which our government had forbidden, and escape being bound by the rules and safety standards to which it would have been subject under the American flag.

We believe that the fundamental issues raised by Agreements III and IV with respect to our national security and our economy would the entire transportation system should be reviewed by the Senate Foreign Relations Committee, and that the State Department should be instructed either to withdraw our government's assent to Agreements III and IV, or these agreements should be immediately transmitted to the Senate for consideration as treaties.

Dead Hero, Son of AFL Worker, Awarded Highest U. S. Decoration

Washington, D. C.—Private Elmer E. Fryar gave his life to save his platoon leader after a heroic one-man stand against the Japs at Leyte and now the War Department is going to present the Congressional Medal of Honor, highest award in the land, to Elmer's father, George Fryar, of Denver, Colo., member of the International Brotherhood of Boilermakers. The dead soldier's brother, Donald, is a member of the same union.

The War Department simultaneously announced awards to two more AFL members.

Sgt. Edward L. Sanderson, Hanover, Mich., a member of Local 612, United Brotherhood of Carpenters and Joiners, will get the Silver Star for gallantry and devotion to duty as a B-24 crewman on a bombing mission over Europe.

On May 31, 1944, Sanderson with others of the crew of a B-24 type aircraft participated in a bombing mission against a vital and heavily defended enemy oil installation in Rumania. Heavy enemy anti-aircraft fire damaged their plane so severely that they were forced to drop from the protective formation but although wounded, they kept their crippled plane through enemy fire and bombed enemy installations and supplies according to plan.

As they turned from the target, their Liberator was attacked by 12 enemy fighters and in the battle that followed, the navigator and ball turret gunner were killed and the pilot and four crew members severely wounded. The crew, including the wounded, held their positions, determined to bring their ship back to base.

Through their courage and bravery, they destroyed two of the attacking enemy planes. Finally, the condition of their aircraft forced the living to abandon it. They landed in enemy territory, were captured and later returned to Allied lines.

The Soldier's Medal has been won by Pvt. Robert K. Regine, of Brooklyn, N. Y., a member of the International Association of Machinists, AFL, for heroism at the risk of his life.

On August 5, 1944, in the town of Frederick, Okla., near Frederick Army Air Field, he entered a burning building and rescued three small children who were trapped by the blaze. He attempted to rescue a fourth child but was driven back by the heat and flames.

The story of Private Fryar's gallantry which has received the Congressional Medal of Honor posthumously, is one of the most gallant in the War Department's annals.

At Leyte, Philippine Islands, on December 8, 1944, Pvt. Fryar's company of the 2d Battalion, 11th Airborne Division, was fighting a rear guard action; while the battalion awaited the arrival of a new attack.

Pvt. Fryar went forward alone to a position at the top of a ridge, and with his M-1 rifle opened fire on the enemy while the rest of his company withdrew to a more suitable defensive position. He was shot but wounded but held his position, driving the enemy back and killing 27 Japs.

Withdrawing to overtake his squad, he helped a wounded comrade and soon overtook his platoon leader who was assisting another wounded man. As an enemy sniper appeared and took aim at the platoon leader, Pvt. Fryar threw himself in front of the officer. He fell wounded from the rifle fire but with remaining strength threw a hand grenade and killed the sniper. Fryar died shortly after being brought to safety.

"Private Fryar's indomitable fighting spirit and extraordinary gallantry above and beyond the call of duty contributed outstandingly to the success of the battalion's withdrawal and its subsequent attack and defeat of the enemy," the official War Department citation said. "His heroic action in unhesitatingly giving his own life for his comrade in arms exemplifies the highest tradition of the armed forces of the United States."

3 MILLION YOUNGSTERS NOW HOLDING DOWN JOBS

Rochester, N. Y.—Three million boys and girls, or almost one-third of the nation's population between the ages of 14 and 17, are now employed, Arthur J. White, regional director of the wage and hour and public contracts division of the United States Department of Labor, reported. Half the employed youths are working full time, and 250,000 have left school, he told the industrial management council of the Rochester Chamber of Commerce.

"Few realize how many children have sacrificed their education in order to earn a few extra dollars," he said.

McENTEE ASSAILS CUTS IN SHIPBUILDING PROGRAM

Washington, D. C.—The government's action in drastically cutting the shipbuilding construction for 1945 was assailed by J. J. McEntee, secretary-treasurer of the AFL Metal Trades Department as "terribly short-sighted."

"It just doesn't make sense to us that the government should cut shipbuilding so deeply at a time when shipping space is still at a premium," McEntee declared. "From every side there's a clamor for more and more ships—to carry food to Europe; to transport soldiers home; to take our troops to the Pacific, and for many other needs."

Touring Unionists Shocked By Sight Of Atrocities At Nazi Torture Camp

Pres. Durkin, of Plumbers, Gives Lift To G. I., Discovers It's His Son

Washington, D. C.—Eight union leaders, back from a harrowing tour of the European war zones, where they witnessed the dramatic, final aspects of V-E Day, reported experience which made their blood run cold with horror and others which moved them to tears.

The most terrible episode of their 16-day trip was a visit to the notorious Buchenwald concentration camp, where they saw the dead victims of Nazi torture piled in heaps and the living survivors walking around like skeletons.

An incident of an entirely different sort took place when the unionists landed at Orly Airfield, outside Paris, after their flight from this country. President Martin Durkin, of the United Association of Plumbers and Steamfitters, discovered that his own son was stationed at the field, but had just left on a pass for Paris.

Disappointed at missing his boy, Mr. Durkin climbed into an Army car with the other union leaders for the drive to the French capital. A few miles down the road stood a G.I. "thumbing" a lift to town. The car stopped and the soldier was told to get into the back seat. As he did so, Mr. Durkin and the boy recognized each other. Their joy at this unexpected and almost unbelievable meeting affected the entire party.

During their subsequent travels, the union representatives saw the Normandy beaches where the Allied forces landed on D-Day, inspected the launching platforms used by the Nazis for the buzz bomb, traversed the "bulge" area where the Germans staged their last offensive, and visited many German towns and cities reduced to wreckage by the furious, final drive to victory.

They talked to many generals and to men in the ranks and came back tremendously impressed with the magnitude of the job performed by America's fighting men with the equipment produced for them by American workers.

Accompanying Mr. Durkin on the tour were President E. E. Milliman, of the Brotherhood of Maintenance of Way Employes; President William E. Maloney, of the International Union of Operating Engineers; Vice President Morris Hutchinson, of the United Brotherhood of Carpenters; Vice President Harry J. Carr, of the International Association of Machinists; Vice President H. R. Lyons, of the Brotherhood of Railway Clerks; Secretary-Treasurer C. W. Pickles, of the Asbestos Workers; and Vice President J. M. McBride, of the Locomotive Firemen and Enginemen.

Owens, AFL Hawaiian Director Honored For Helping Army Base

U. S. Army Hdqs., Pacific Ocean Area, H. L.—John A. Owens, Hawaiian representative of the American Federation of Labor, received an official military commendation for contributing materially to strengthening this American outpost in the Pacific after the sneak Japanese attack on Pearl Harbor. Mr. Owens was one of nine civilians thus honored.

The citation received by Mr. Owens from Lt. Gen. Robert C. Richardson, Jr., Commanding General of the Army forces here, at a ceremony in the general's home, follows:

"As labor representative of the American Federation of Labor on the Territorial Advisory Council to the Director of Labor Control, Office of the Military Governor, and subsequently on the Labor Control Board of the Military Governor from January 2, 1942, to August 23, 1944, Mr. Owens continuously and staunchly advocated the rights and privileges of organized labor. By his able representation of labor in the formulation and effectuation of labor policies necessary to the full utilization of the limited manpower available, Mr. Owens contributed materially to the fulfilment of the mission of the Military Governor."

Mr. Owens, has been a member of the International Brotherhood of Boilermakers, Iron Shipbuilders & Helpers of America (AFL) since January 1923. He came to Hawaii in 1936 from a job with the American Potash and Chemical Company in San Francisco, and worked at Pearl Harbor. He began to gain prominence in Hawaiian labor circles about 1937.

In a brief talk opening the presentation ceremony, Gen. Richardson described the awards as "expressions of our gratitude and evidence of our appreciation" on the part of the Army for the help given by the nine civilians in the grim months that followed the Japanese attack on the United States in the Hawaiian Islands December 7, 1941. He expressed the hope that no longer would people of the nation speak of "the army," but that they would talk always of "our army" and "our men."

Others commended by Gen. Richardson were:

Mrs. Atlee B. Cooke, director, United Service Organizations, April 1943, to April 30, 1945; Robert L. Shivers, special agent-in-charge, Federal Bureau of Investigation, T.H.; former Governor Joseph B. Poindexter, governor of the territory of Hawaii, on Dec. 7, 1941; Dr. Francis J. Halford, director Shock and Burn Teams, Emergency, Medical and Ambulance Service, Honolulu, on and after Dec. 7, 1941; Dr. W. J. Jamieson, member, Preparedness Committee, Honolulu Medical Society and later director, Territorial Blood Plasma Bank; Mayor Lester Petrie, mayor of the city and county of Honolulu on Dec. 7, 1941; Walter F. Dillingham, director of food production, Territory of Hawaii, from Nov. 6, 1942, to March 10, 1943; and Frank C. Atherton, chairman, Territorial Council, and chairman, executive committee, USO, from Nov. 1, 1941, to April 30, 1945.

Senate Probe of Labor Relations In Small Industries Authorized

Washington, D. C.—A broad study of labor-management relations, including also the question of consolidating the government's scattered labor agencies, was ordered by the Senate Small Business Committee.

Senator Murray of Montana, the chairman, said the purpose would be to promote cooperation of labor and management and suggest "sound governmental policies and procedures" to assure that maximum employment in the country's smaller producing units is achieved and maintained.

He appointed Senator McMahon of Connecticut head of a subcommittee to conduct the inquiry. Other members will be Senator Murray and Senator Wilson of Iowa.

The move came at a time when President Truman is reported to have under study a reorganization plan for solidation of the federal labor services and agencies.

Senator McMahon said hearings will begin early in June. The subcommittee proposes to develop these three main points:

The role of labor organizations as related to small industries.

Methods of achieving full cooperation between labor and small business.

Government organizations and policies affecting labor and small business with a view to streamlining them for future operations.

THE AFL PRESENTS . . .

'BUILDERS OF VICTORY'

The Dramatic Story of Labor's Own Seabees

OVER CBS—EVERY SATURDAY—3:45 P.M., E.W.T.

Congress Votes Pay Raises For Most Federal Workers

AFL Teamsters Make Epic Trek To Bring Aid to Chinese Army

Kunming, China.—A truck convoy, largely made up of members of the International Brotherhood of Teamsters, AFL, is now in China after an epic 4,000-mile trip by sea, rail and highway from Persian Gulf ports, the Army announced. The group, which in Persia transported almost half a million tons of Lend-Lease supplies to Russia, is now at work transporting munitions and supplies to the fighting Chinese forces.

These union truckers, most of whom had long experience on the smooth highways in America, some with records of 500,000 miles without an accident, are from almost every state in the union. Their average age is over 30. Several are more than 40.

On the 6,000-mile journey, the men and their equipment traveled by sea from Persia to Calcutta, India, from there to the terminus of the Stilwell Highway at Ledo by rail, and from Ledo over the Stilwell Highway to Kunming, China, under their own truck power.

Every 250th vehicle carried food and every third vehicle carried extra fuel. A full truckload of lubricants was carried by each company. For water supply each unit had a complete water purification plant. Bulldozers for use in emergency were carried by each company. Now and then there was an empty truck interspersed so that in event of breakdown cargo could be shifted without delay to movement. Two surgeons, five hospital corpsmen, two dentists and their technicians and a chaplain were assigned to the convoy.

The last 1,500 miles of the journey was scouted by Captain P. A. Vandenbosch, Assistant Operations Officer, with a result that several practical steps were taken to insure safety. Dual wheels were attached to trailers to prevent tipping on hairpin turns. This scheme proved an ingenious way of bringing extra wheels, tires and tubes into China without using cargo space.

Several giant pieces of equipment not regularly a part of the Quartermaster unit equipment were brought over as an experiment for the capacity of the Stilwell Road. There was an Air Force C-2 wrecker with 25-foot trailer, a 9-gallon tanker with 600-gallon trailer, and an 18-ton truck with 42-foot trailer. The fact that all the big equipment arrived intact is a tribute to skill of the truckers, the Army stated.

German Workers Form First Free Union Under Watchful Eye of U. S. Forces

Washington, D. C.—The following significant news story was cabled to the New York Herald Tribune from Supreme Headquarters of the Allied Expeditionary Forces in Paris by its war correspondent, Russell Hill. It is reprinted from the New York Herald Tribune:

The first free labor union to be tolerated in Germany since 1933 was organized three days ago at Aladorf, north of Cologne, when 125 American miners assembled under the eyes of Allied Military Government officials and formed the Deutsches Gewerkschafts Bund (Free German Labor Union).

The meeting was dedicated to "the late President of the United States, a great friend of labor" who has warned the gathering to be on the lookout "not only for the former Brown Shirts but also for the people who supported them."

The union will admit former Nazis to membership only after a board has been "thoroughly cleansed of Hitlerism," according to Matthias Wilms, German observer at the Nuremberg trials. Major Donald B. Husse, of Columbus, Ohio, and Major Jack Bradford, of St. Paul, Minn., listened to speakers who proposed that the new union should work to "prevent the German people in the eyes of the world."

Speakers asked further that the organization strive "to drive all Nazi and Nationalist Socialists from public office; to reconstruct Germany's homes, factories, railroads and other aspects of German civilization destroyed by the war; to reeducate German youth, who must be told the truth about Hitler and the misfortune he brought to the country; to purge the schools of fascist teachers; to work for adoption of the 40-hour week in German industry."

One miner who had been sent to a concentration camp by the Nazis because of his union activity told the gathering: "Don't look